

# 1962 FORD TRUCKS

FULL LINE FOLDER...  
NOW OVER 600 MODELS



***Full-time economy that only starts with Ford's low price!***





©1961 Ford Motor Co., Dearborn, Michigan

**Ford Econoline Van** provides much more loadspace than conventional  $\frac{3}{4}$ -ton panels—a huge 204.4 cubic feet! Yet its short 14-foot overall length and 90-inch wheelbase give better maneuverability. Large, double cargo doors on both rear and right side provide easy rear and curbside loading or unloading. Flat floor, front to rear!

**Ford Econoline Pickup** features a large 7-foot box with 73 cubic feet of usable loadspace. It carries over  $\frac{3}{4}$  tons of payload and costs less than many conventional half-tonners. The cab-forward design and short 90-inch wheelbase mean you get remarkable driving and parking ease and need little garage space.

2

## FORD ECONOLINE SERIES

The Ford Econoline Van and Pickup models make delivery work faster and easier . . . and their modern style says nice things about your business at every stop. They feature modern cab-forward design with welded "body-frame" that gives bridgelike strength with less dead weight. Payload capacity is over  $\frac{3}{4}$ -ton, and low loading height (made possible because there's no rear engine hump) provides greater loading ease . . . better workability.

Ford's full-time economy starts with a low initial price and continues with such features as a gas-saving 144-cu. in. Economy Six . . . 4,000 miles between oil changes . . . low parts and maintenance costs. And for extra power and acceleration there's the optional 170-cu. in. high-performance Six! It's smart business to do business with a thrifty Ford Econoline Van or Pickup.

Convenient steering column shift lever controls the 3-speed Synchro-Silent transmission for easy manual operation

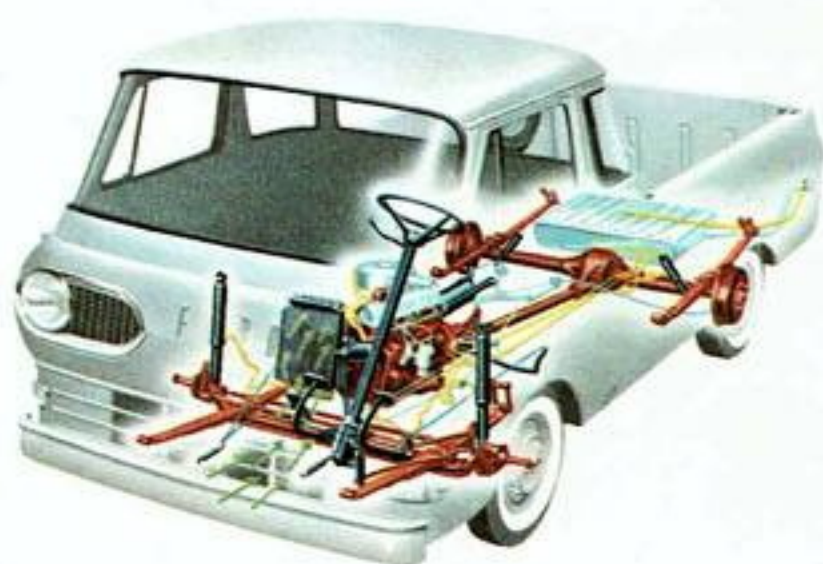
Durable, soft-action rear suspension system has variable-rate semi-elliptic leaf springs

Direct-acting, telescopic shock absorbers are standard front and rear, for a softer ride

I-beam front axle and leaf springs maintain better wheel alignment and reduce tire scuffing. Front tires last longer, maintenance costs are less than

those with independent-type front suspensions

Efficient engine cooling system. Fresh air is channelled through the grille and radiator over the "up front" engine. This provides effective cooling and results in long engine life



Individual folders providing additional information on the truck series listed in this catalog are available from your Ford Dealer. Ask him for the folders describing the series in which you are interested. The titles of the folders are as follows: F-100, F-250, F-350, F- & C-500-600, F- & C-700-800, F- & C-850-1100, 4-Wheel Drive—F-100 & F-250, T-700-950, H-Series, B-Series, P-Series, Econoline Van, Econoline Pickup, Falcon Ranchero and Sedan Delivery.



### AMERICA'S MOST DISTINCTIVE TRUCKS . . . '62 FALCON RANCHERO AND SEDAN DELIVERY

Here's all the flair and fashion . . . all the riding comfort and handling ease . . . even the compact costs of a Falcon car. With either the Ranchero Pickup or Sedan Delivery you get a wonderful combination of style, workability and economy. Savings start with a low, thrifty price tag and continue with exceptional gas economy.

In certified tests which included hills, constant speeds on level roads, and simulated traffic conditions, the standard 85-hp Economy Six delivered up to 30 miles on a gallon of regular gas. And total operating costs—oil, maintenance, tires, parts, insurance—are remarkably low.

Your loads are easier to work with only a 27-inch lift from the ground to the lowered tailgate. Business is more of a pleasure with either of these distinctive trucks.

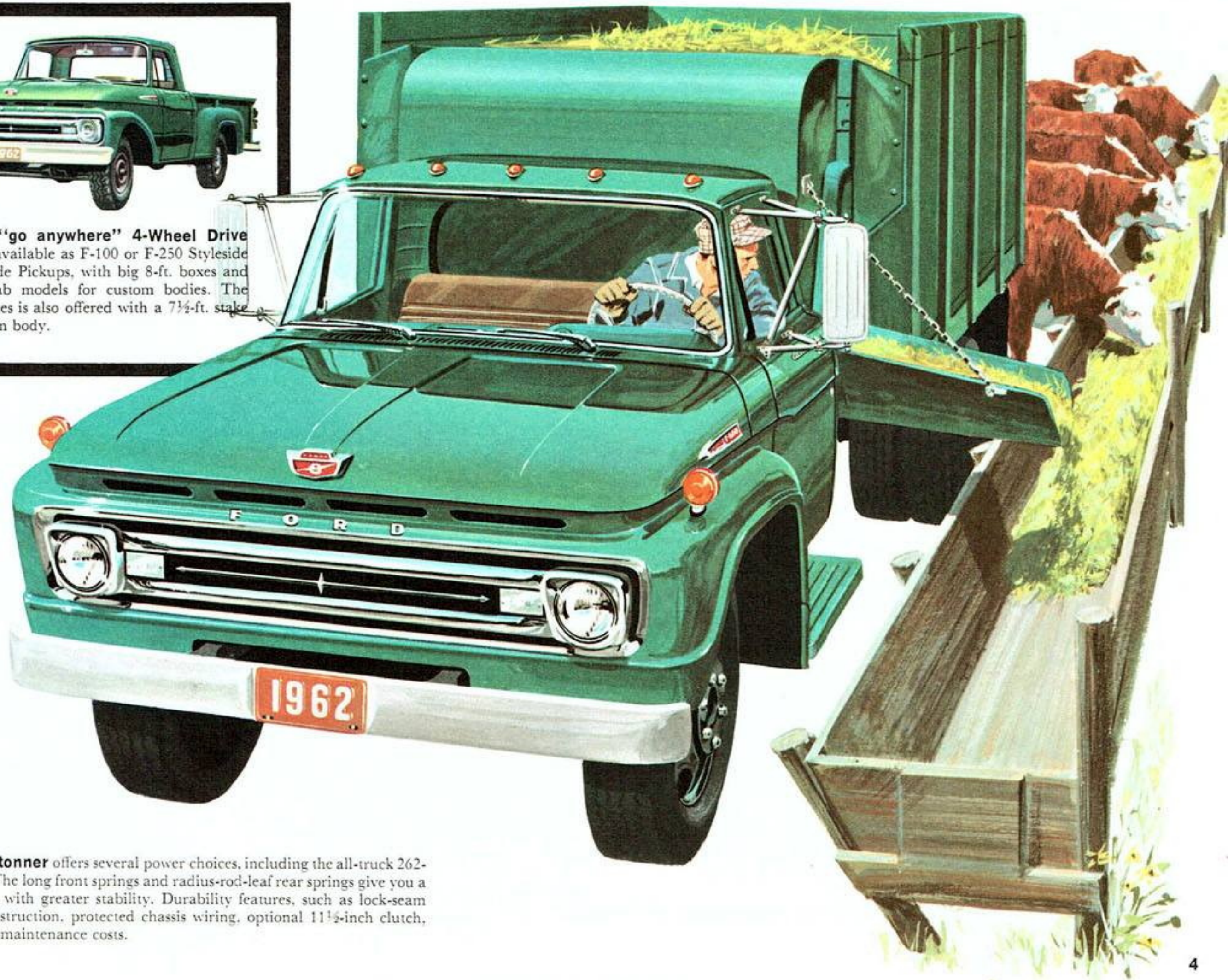


3





**Rugged "go anywhere" 4-Wheel Drive** units are available as F-100 or F-250 Styleside or Flareside Pickups, with big 8-ft. boxes and Chassis-Cab models for custom bodies. The F-250 Series is also offered with a 7½-ft. stake or platform body.



**F-600 two-tonner** offers several power choices, including the all-truck 262-cu. in. Six. The long front springs and radius-rod-leaf rear springs give you a smooth ride with greater stability. Durability features, such as lock-seam radiator construction, protected chassis wiring, optional 11½-inch clutch, mean lower maintenance costs.

## CONVENTIONAL SERIES F-100 THROUGH F-1100

Ford's conventional F-Series trucks and tractors offer full-time economy with a wide choice of engine and chassis options to let you tailor these models to your job and pay for no more truck than you need. Sturdy truck-type front suspensions with I-beam axles and semi-elliptic leaf springs give a comfortable ride with excellent stability. This not only reduces wear on front tires but also adds to the life of springs, chassis, cab and body.

The F-100 and F-250 Styleside Pickups have one-piece cab-body design for more usable loadspace, greater rigidity. Big all-truck 262-cu. in. Six for the F-600 Series offers high power output and durability combined with low operating costs. The F-700 and 750 Series feature Ford's proven 302- and 332-cu. in. HD V-8's for economical operation.

Ford F-800 through F-1100 models have a 28-inch bumper-to-axle and 102-inch bumper-to-back-of-cab dimension. This means longer trailers within given overall legal length restrictions and higher payloads, especially in the "bridge formula" states. Hypalon insulation is used on all electrical harness wires carrying nonfused current for vehicles with serial numbers commencing with 205,000. It is also used on some wiring that is protected by fuses or circuit breakers where there is a likelihood of overloads in one wire damaging other wires in the same harness. Hypalon hardens instead of melting when subjected to the heat generated by electrical "shorts." This means failures are limited only to the defective wire, maintenance costs are reduced and servicing is made easier.



**F-850 short wheelbase tractors** feature a single-channel frame of extra-high-tensile steel for lower chassis weight, greater legal payloads and added durability. Four Super Duty V-8 engines are available for exceptional performance and economy.



F-100 STYLESIDE



F-250 STYLESIDE



F-350 FLARESIDE



F-500 STAKE



F-700



F-750



F-800



F-950

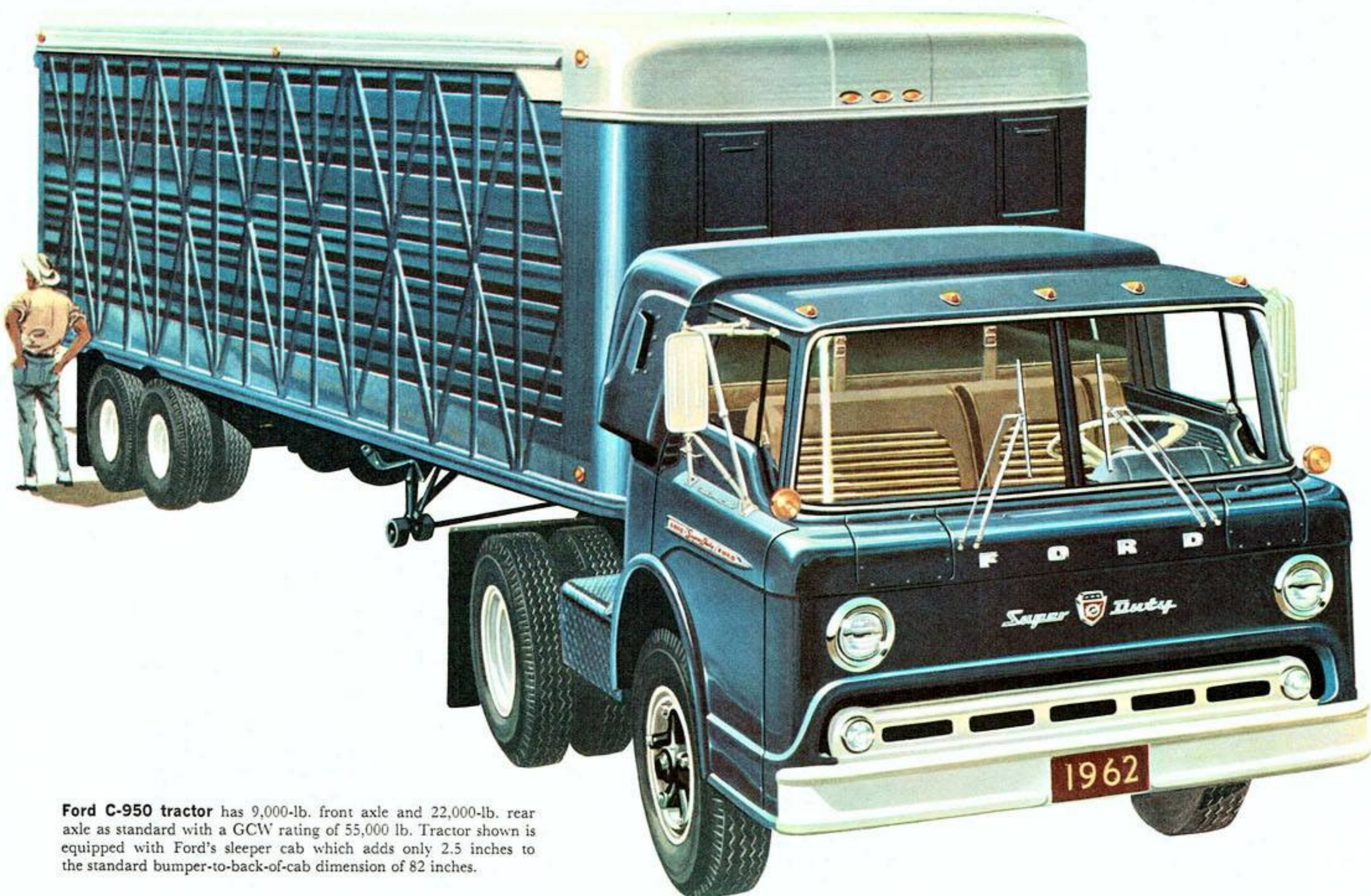


F-1000



F-1100





**Ford C-950 tractor** has 9,000-lb. front axle and 22,000-lb. rear axle as standard with a GCW rating of 55,000 lb. Tractor shown is equipped with Ford's sleeper cab which adds only 2.5 inches to the standard bumper-to-back-of-cab dimension of 82 inches.

6

## TILT CAB SERIES C-550 THROUGH C-1100

The compact design of Ford C-Series trucks provides all the popular cab-to-axle dimensions with much shorter wheelbases than are possible with conventional units. And they haul bigger payloads legally because proportionately more chassis and payload weight is carried on the front axle.

The C-700 through C-1100 models are available with up to 175 inch wheelbases for bodies up to 22 feet long. Unison-Action seats, fiberglass sleeper cab for C-700 and up, power steering, horizontal-sweep Parallel Action windshield wipers, and a wide choice of axles are all available.

The maintenance savings possible with Tilt Cabs are important, too. The cab tilts forward in a matter of seconds, exposing the entire engine and power train. And reliable printed electrical circuits for instrument cluster wiring are teamed with color-coded wiring for easier maintenance. Hypalon insulation is used on all electrical harness wires carrying nonfused current for vehicles with serial numbers commencing with 205,000. It is also used on some wiring that is protected by fuses or circuit breakers where there is a likelihood of overloads in one wire damaging other wires in the same harness. Hypalon hardens instead of melting when subjected to the heat generated by electrical "shorts." This means failures are limited only to the defective wire and maintenance costs are reduced.



C-550



C-600



C-700



C-750



C-800



C-850



C-1000



C-1100



### SCHOOL BUS B-SERIES

The nation's school bus leader in safety, durability and economy! Rugged deep-channel frames, strong front and rear axles, husky springs and large brakes all contribute to long-lasting, safe operation. Engines available are the 223 Six, 262 Six, 292 V-8, 292 HD V-8, 302 HD V-8 and 332 HD V-8. Ford's B-Series chassis will accommodate bodies up to 66-passenger capacity.

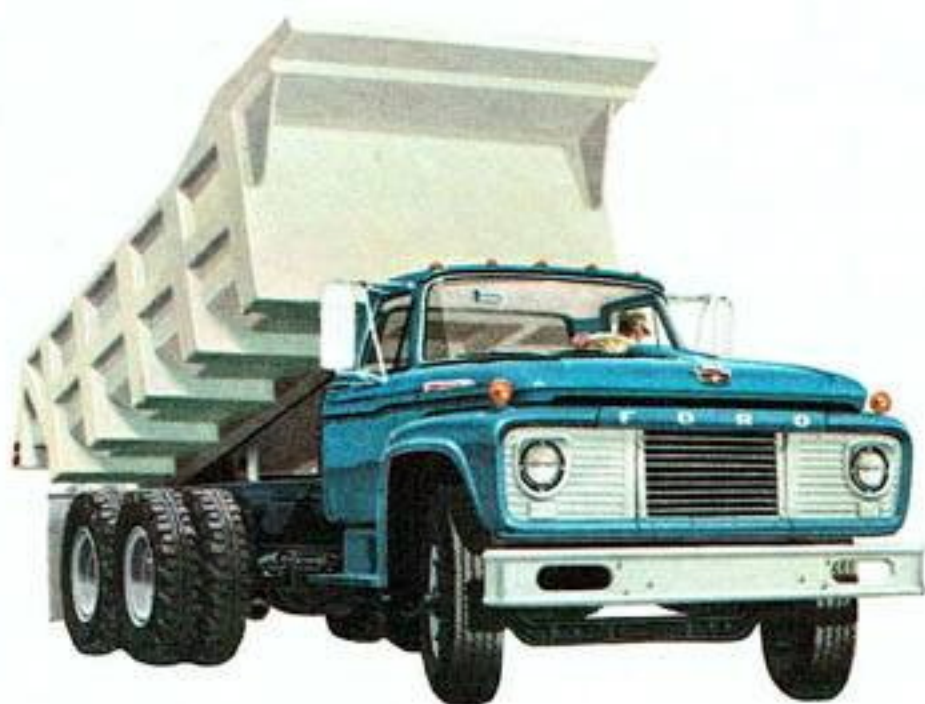
### PARCEL DELIVERY P-SERIES

The Parcel Delivery line brings bigger savings to a greater number of operations with a complete range of models from 4,000 lb. to 15,000 lb. GVW. The P-100 Stripped-Chassis model is an unmatched thrift unit for lightweight, stop-go loads. For longer routes and heavier payloads, Ford also offers the P-350, 400 and 500 Series with Windshield-Front-End or Stripped-Chassis.



7





**T-700, T-750, T-800 Tandems** are powered by Ford's famous 302- and 332-cu. in. V-8 engines with proven operating economy and dependability. Three-point cab suspension and independent mounting of radiator and fenders eliminates stress transfers between components for long sheet metal life.

*Hypalon insulation* is used on all electrical harness wires carrying nonfused current for vehicles with serial numbers commencing with 205,000. It is also used on some wiring that is protected by fuses or circuit breakers where there is a likelihood of overloads in one wire damaging other wires in the same harness. Hypalon hardens instead of melting when subjected to the heat generated by electrical "shorts." This means failures are limited only to the defective wire, maintenance costs are reduced and servicing is made easier.

**T-850, T-950 Tandems** give you a choice of Ford's five great Super Duty V-8's for those operations requiring maximum power and durability. High-tensile, double-channel frames and the availability of more chassis options mean increased payloads for a wider variety of on- and off-road job applications.



## TANDEM SERIES T-700 THROUGH T-950

Ford Tandems are engineered to give you added flexibility, greater economy and significant payload advancements. A greater variety of chassis options lets you choose the right power train and load-carrying components to fit your operation. Rear axles are available in tandem assemblies with 22,000 lb., 28,000 lb., 30,000 lb., 34,000 lb. and 38,000 lb. capacity. Aluminum walking beams as well as aluminum wheels and gas tanks are also available to keep chassis weights low and payloads high. And the T-750 and larger models may be ordered with 212-inch wheelbase to allow up to 21-foot bodies in straight-truck application.

**Tilt Cab Tandem Axle Series** . . . now you can get the servicing and handling ease of Ford's modern tilt-cab design plus tandem-axle haulability in four factory-engineered CT-Series trucks. These extra-heavy-duty models are available on a special order basis in GVW's from 37,000 lb. to 51,000 lb. with GCW ratings up to 75,000 lb. Please see your Ford Dealer for additional information.



Tilt Cab Custom Cab

Conventional Custom Cab

### FORD DRIVERIZED CABS

Every comfort and convenience a driver could want are provided in Ford's *Driverized Cabs*. Big windshield (1,247 sq. in. in conventional and 1,683 sq. in. in tilt cab), deep side windows and a rear window that's almost cab-wide give excellent vision for safe, efficient driving. Cab seat takes three *big men* comfortably. Doors swing wide for easy entrance and exit. Instruments and controls are conveniently located. These and other features shown at the right save the driver's time . . . make his work easier.

### CONVENTIONAL AND TILT CAB FEATURES (Except H-Series)

#### STANDARD CAB

- Brown basket weave vinyl seat upholstery with dark brown morocco-grained vinyl bolster and seat facings • Lifeguard steering wheel
- Safety Double-Grip door latches • 1 1/4-in. plastic foam seat pad (F-100, 250)
- Rearview mirror (interior on pickups, left-hand exterior on others)
- All-weather ventilation • Insulation on cowl wall in cab (conventional)
- Concentric steering column (F-100, 250) • Defroster vents located for better air distribution • Dome light • Left sun visor • Ash receptacle • Dispatch box
- Dual electric windshield wipers • Theft-retardant ignition switch • Sound deadener applied under cab floor pan and inside the cab back panel (conventional)

#### CUSTOM CAB (in addition to or in place of standard features)

- Twill stripe woven plastic upholstery with brown woven-in bolster and brown morocco-grained vinyl facings • Chrome horn ring (F-100—600)
- Perforated, insulated headlining (F-100, 250 Styleside)
- Chrome-trimmed instrument cluster • White steering wheel • Coat hook
- Foam rubber in seat cushion and back (driver's seat-back section only, Tilt Cab)
- Fold-down arm rest on driver's side (Tilt Cab) • Arm rest on left door (conventional)
- Sound deadener on underside of cab floor and inside the cab back panel (Tilt Cab)
- Illuminated cigar-cigarette lighter • Sun visor on right side • Bright-metal grille and headlight assembly (F-100—750) • Bright-metal windshield reveal molding
- *Custom Cab* emblem on each door • Matched locks on both doors
- Two-tone paint treatment on dash (and door interior panels on conventional)
- Insulation between floor pan and mat (F-100—750)



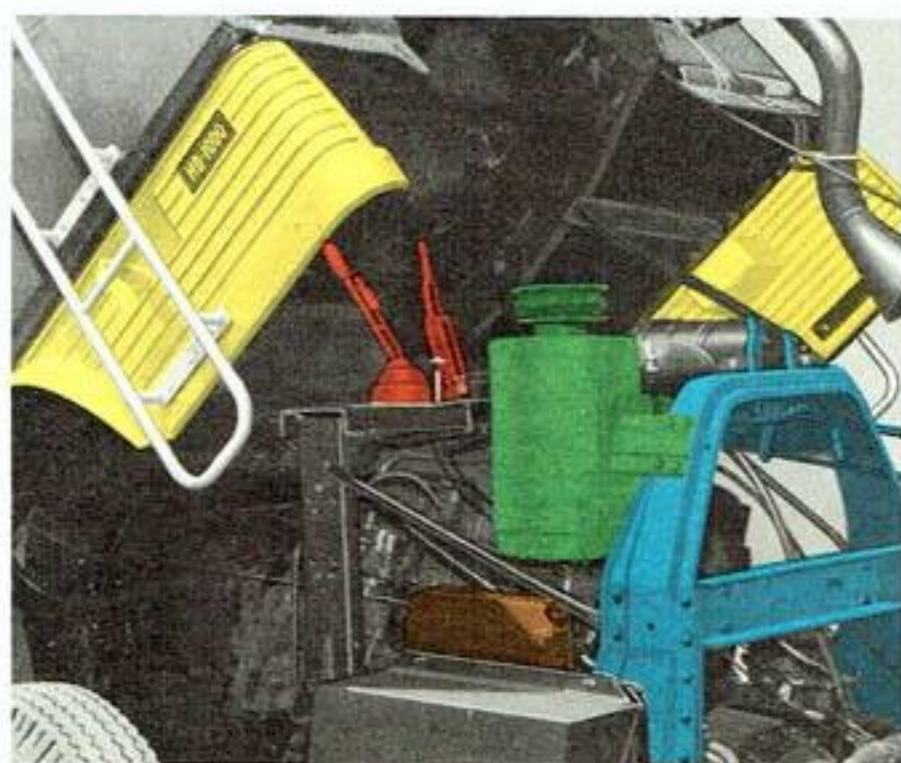
Modern Ford H-Series tilt-cab tractors offer *proven* Diesel or Super Duty gasoline engines for maximum economy and durability. Their extra strong, lightweight components together with 28-inch bumper to axle design permit maximum legal gross loads in most "bridge formula" states. Short 82-inch BBC provides proper dimensions to handle longer high-cube trailers.

Ford HT- and HDT-Series tilt-cab tandem-axle tractors are available with dual drive or pusher-type bogies. And the Page and Page pusher axle suspensions have an optional belt drive installation to convert the dead axle into a driving axle. For peak payloads, modern lightweight components, such as extra-high-tensile steel frame and fiberglass cab skirts, are used wherever consistent with maximum strength and durability. Optional aluminum walking beams, wheels and fuel tanks are available.

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## H-SERIES DIESEL OR GAS



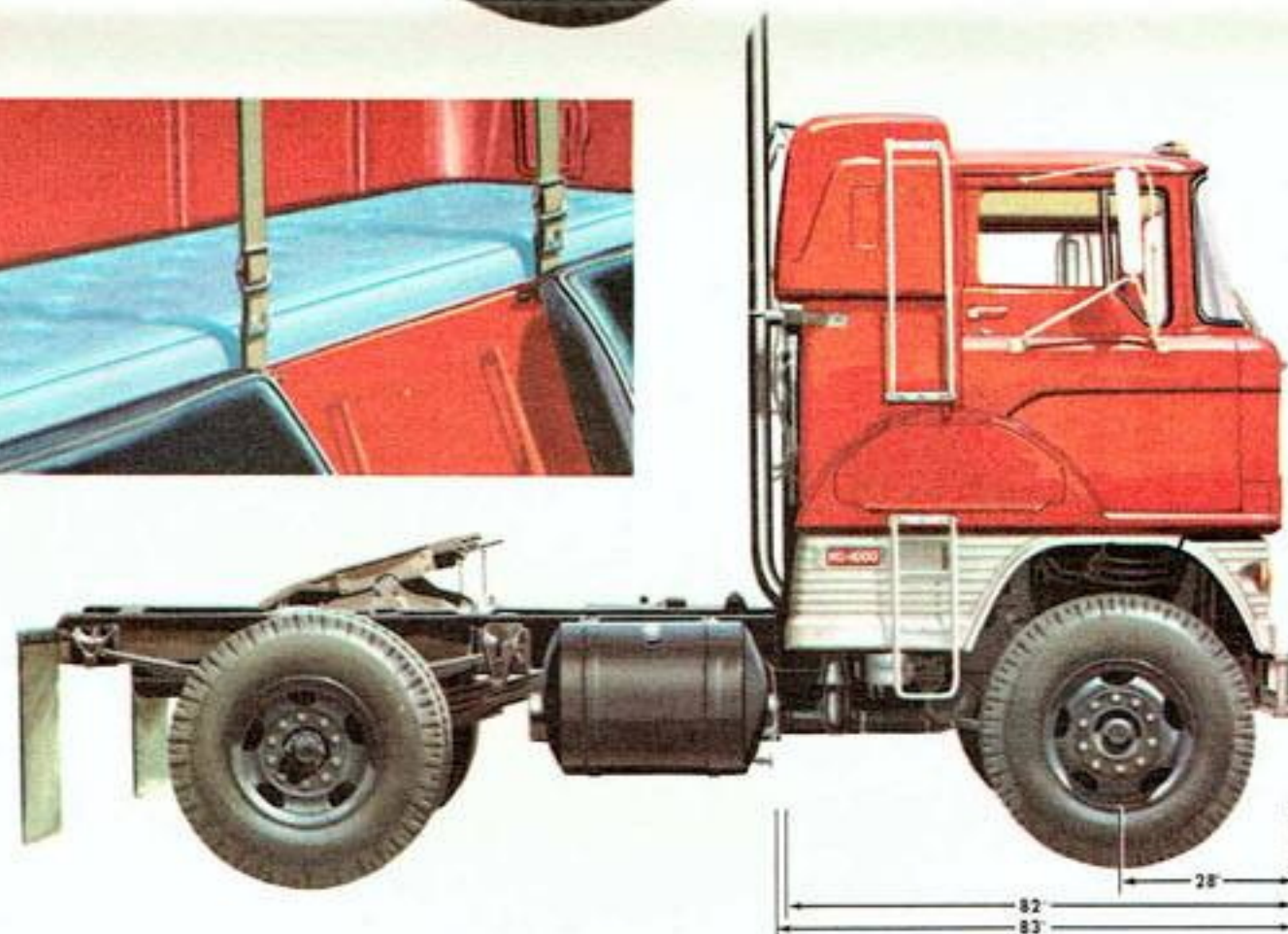
● **Simple tilting mechanism** for fast, easy operation. Large coil spring and simple latch mechanism are practically maintenance free.

● **Strong, lightweight fiberglass skirts** are attractive, and control road splash.

● **Easily accessible electrical housing box** holds voltage regulator, series parallel switch and starter relay . . . high and protected from road splash.

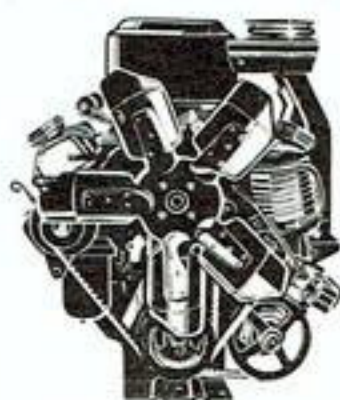
● **Stationary control tower** carries positive action transmission and parking brake levers that do not tilt with the cab. Transmission and brake linkage is simple and easily maintained.

● **Air cleaner** is protected under the cab, yet draws in cool outside air. And its location allows air to follow a short, straight path to the engine with fewer hoses and connections to maintain.



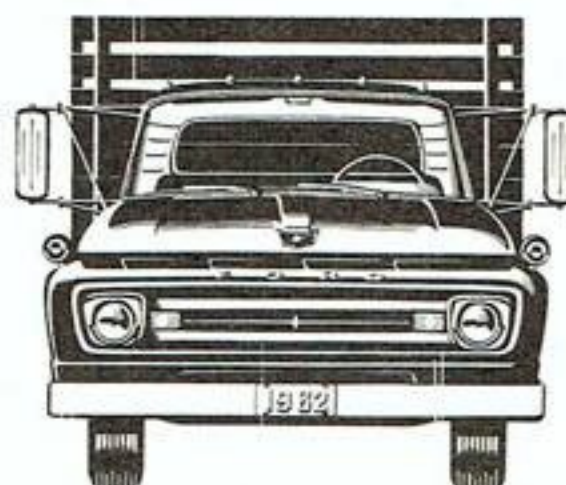
**Tilt Cab sleeper cab** (available C-700 through C-1100 and all H-Series models) has almost 7 feet of stretch-out length, with nearly 2 feet from the mattress to roof. This fiberglass compartment is available with a 76" x 24½" x 4½" foam rubber or innerspring mattress. Fresh air vents at both sides of the compartment combined with the excellent cab ventilation system provide maximum sleeping comfort. It adds only one inch to the H-Series BBC dimensions; 2½ inches on C-Series—still allowing you to pull long, high-cube trailers.

## PROOF POSITIVE OF DEPENDABILITY . . . 1962 FORD TRUCK WARRANTY PROGRAM!



### 100,000-MILE ENGINE WARRANTY!

On 401-, 477- and 534-cu. in. Super Duty V-8's each major engine part (including block, heads, crankshaft, valves, pistons, rings), when engine is used in normal service, is warranted by your dealer against defects in material or workmanship. The warranty covers full cost of replacement parts for 100,000 miles or 24 months or 3,000 hours (if used as a power source for other than propelling the vehicle), whichever comes first . . . full labor costs for 50,000 miles, 12 months or 1,500 hours, sliding percentage scale thereafter.



### 12,000-MILE VEHICLE WARRANTY!

In addition, an extended warranty covers all 1962 Ford Trucks of any size. Each part, except tires and tubes, is now warranted by your dealer against defects in material or workmanship for 12 months or 12,000 miles, whichever comes first. The warranty does not apply, of course, to normal maintenance service or to the replacement as normal maintenance of such items as filters, spark plugs and ignition points.



# 1962 FORD TRUCK FULL LINE CHART

## LIGHT DUTY

| SERIES                     | MAX. GVW (LB.) | ENGINES AVAILABLE  | WB (IN.)   | PICKUPS   | VAN | PLATFORM-STAKE | CHASSIS-CAB (CA) | CHASSIS-COWL (CLA) |
|----------------------------|----------------|--------------------|------------|-----------|-----|----------------|------------------|--------------------|
| <b>Falcon Ranchero</b>     | 3250           | 144 SIX<br>170 SIX | 109.5      | 6'        | —   | —              | —                | —                  |
| <b>Sedan Delivery</b>      | 3250           | 144 SIX<br>170 SIX | 109.5      | —         | 7½' | —              | —                | —                  |
| <b>Econoline</b>           | 3600<br>4350*  | 144 SIX<br>170 SIX | 90         | 7'        | 8½' | —              | —                | —                  |
| <b>F-100</b>               | 5000           | 223 SIX<br>292 V-8 | 114<br>122 | 6½'<br>8' | —   | 6½'            | 40"<br>48"       | 81.7"<br>—         |
| <b>F-100 4-Wheel Drive</b> | 5600           | 223 SIX<br>292 V-8 | 120        | 8'        | —   | —              | 48"              | —                  |
| <b>F-250</b>               | 7400           | 223 SIX<br>292 V-8 | 122        | 8'        | —   | 7½'            | 48"              | 89.7"              |
| <b>F-250 4-Wheel Drive</b> | 6600<br>7400*  | 223 SIX<br>292 V-8 | 120        | 8'        | —   | 7½'            | 48"              | —                  |
| <b>F-350</b>               | 7800<br>9800*  | 223 SIX<br>292 V-8 | 132        | 9'        | —   | 9'             | 60"              | 101.7"             |

## MEDIUM DUTY CONVENTIONAL "F" AND TILT CAB "C" SERIES

| SERIES       | MAX. GVW (LB.)               | MAX. GCW (LB.)     | ENGINES AVAILABLE                           | WB (IN.)                        | PLATFORM-STAKE | CHASSIS-CAB (CA)                  | CHASSIS-COWL (CLA)                             |
|--------------|------------------------------|--------------------|---------------------------------------------|---------------------------------|----------------|-----------------------------------|------------------------------------------------|
| <b>F-500</b> | 15,000                       | 25,000*            | 223 SIX<br>292 V-8<br>292 HD V-8            | 132<br>156                      | 9'<br>12'      | 60"<br>84"                        | 101.7"<br>125.7"                               |
| <b>F-600</b> | 17,000<br>19,500*<br>21,000* | 29,000*<br>32,000* | 223 SIX<br>262 SIX<br>292 V-8<br>292 HD V-8 | 132<br>144<br>156<br>174<br>194 | 9'<br>12'      | 60"<br>72"<br>84"<br>102"<br>122" | 101.7"<br>113.7"<br>125.7"<br>143.7"<br>163.7" |
| <b>C-550</b> | 18,000                       | 25,000             | 262 SIX<br>292 V-8                          | 99<br>111                       | 12'            | 72"<br>84"                        | —<br>—                                         |
| <b>C-600</b> | 19,500<br>21,000*            | 32,000             | 292 HD V-8                                  | 135<br>153                      | —              | 108"<br>126"                      | —<br>—                                         |

## SCHOOL BUS "B" SERIES

| SERIES       | CAPACITY RANGE                   | MAX. GVW (LB.)    | ENGINES AVAILABLE                           | WHEELBASES (IN.) | CHASSIS-COWL (CLA) |
|--------------|----------------------------------|-------------------|---------------------------------------------|------------------|--------------------|
| <b>B-500</b> | UP TO 36 PASS.                   | 15,000            | 223 SIX<br>292 V-8<br>292 HD V-8            | 156              | 125.7"             |
| <b>B-600</b> | UP TO 48 PASS.<br>UP TO 54 PASS. | 17,000<br>19,500* | 223 SIX<br>262 SIX<br>292 V-8<br>292 HD V-8 | 198.5<br>222.5   | 168.2"<br>192.2"   |
| <b>B-700</b> | UP TO 60 PASS.<br>UP TO 66 PASS. | 21,000<br>22,000* | 292 V-8<br>302 HD V-8                       | 242.5<br>260.5   | 212.2"<br>230.2"   |
| <b>B-750</b> | UP TO 60 PASS.<br>UP TO 66 PASS. | 22,000            | 332 HD V-8                                  | 242.5<br>260.5   | 212.2"<br>230.2"   |

## PARCEL DELIVERY "P" SERIES

| SERIES       | MAX. GVW (LB.) | ENGINES AVAILABLE   | WHEELBASES (IN.) | CHASSIS-W/SH'D FRONT ENDS DOOR LINE TO AXLES | STRIPPED-CHASSIS STEERING WHEEL TO AXLE |
|--------------|----------------|---------------------|------------------|----------------------------------------------|-----------------------------------------|
| <b>P-100</b> | 4000<br>5000*  | 144 SIX<br>223 SIX* | 96<br>102        | —                                            | 76.7"<br>82.7"                          |
| <b>P-350</b> | 8000           | 223 SIX<br>292 V-8  | 104<br>122       | 87.5"<br>105.5"                              | 81.2"<br>99.2"                          |
| <b>P-400</b> | 10,000         | 223 SIX<br>292 V-8  | 137              | 120.5"                                       | 114.0"                                  |
| <b>P-500</b> | 15,000         | 223 SIX<br>292 V-8  | 137<br>154       | 120.5"<br>137.5"                             | 114.0"<br>131.0"                        |

\*Optional GVW or GCW; requires heavy-duty equipment. †Also available with windshield. ‡N.A. T-950. \*N.A. C-1100. \*Economy carburetor available.

## HEAVY DUTY CONVENTIONAL "F" AND TILT CAB "C" SERIES

| SERIES       | MAX. GVW (LB.)                          | MAX. GCW (LB.)    | ENGINES AVAILABLE     | WB (IN.)                               | CHASSIS-CAB (CA)                          | CHASSIS-COWL (CLA)         | SERIES       | MAX. GVW (LB.)               | MAX. GCW (LB.)    | ENGINES AVAILABLE     | WB (IN.)   | CHASSIS-CAB (CA) |
|--------------|-----------------------------------------|-------------------|-----------------------|----------------------------------------|-------------------------------------------|----------------------------|--------------|------------------------------|-------------------|-----------------------|------------|------------------|
| <b>F-700</b> | 21,000<br>22,000*<br>25,000*            | 35,000<br>42,000* | 292 V-8<br>302 HD V-8 | 132<br>144<br>156                      | 60"<br>72"<br>84"                         | 101.7"<br>113.7"<br>125.7" | <b>C-700</b> | 22,000<br>23,000*<br>25,000* | 35,000<br>42,000* | 292 V-8<br>302 HD V-8 | 99         | 72"              |
| <b>F-750</b> | 22,000<br>25,000*                       | 42,000<br>50,000* | 332 HD V-8            | 174<br>194<br>212                      | 102"<br>122"<br>140"                      | 143.7"<br>163.7"<br>181.7" | <b>C-750</b> | 23,000<br>25,000*            | 42,000<br>50,000* | 332 HD V-8            | 111<br>135 | 84"<br>108"      |
| <b>F-800</b> | 22,000<br>24,000*<br>25,000*<br>27,000* | 50,000            | 332 HD V-8            | 134<br>146<br>158<br>176<br>194<br>212 | 60"<br>72"<br>84"<br>102"<br>120"<br>138" | —<br>—<br>—<br>—<br>—<br>— | <b>C-800</b> | 27,000                       | 50,000            | 332 HD V-8            | 153<br>175 | 126"<br>148"     |

## TANDEM AXLE "T" SERIES

| SERIES       | MAX. GVW (LB.)                          | MAX. GCW (LB.)    | ENGINES AVAILABLE                                                | WB (IN.)                 | CHASSIS-CAB (CA)           |
|--------------|-----------------------------------------|-------------------|------------------------------------------------------------------|--------------------------|----------------------------|
| <b>T-700</b> | 28,000<br>29,000*<br>32,000*<br>33,000* | —                 | 302 HD V-8                                                       | 158<br>176<br>194        | 84"<br>102"<br>120"        |
| <b>T-750</b> | 35,000<br>37,000*                       | 50,000            | —                                                                | 158<br>176               | 84"<br>102"                |
| <b>T-800</b> | 39,000<br>41,000*<br>43,000*<br>45,000* | 50,000            | 332 HD V-8                                                       | 194<br>212               | 120"<br>138"               |
| <b>T-850</b> | 39,000<br>41,000*<br>43,000*<br>45,000* | 60,000<br>70,000* | 401 4V SD V-8<br>401 2V SD V-8<br>477 2V SD V-8<br>477 4V SD V-8 | 146<br>158<br>176<br>194 | 72"<br>84"<br>102"<br>120" |
| <b>T-950</b> | 46,000<br>48,000*<br>51,000*            | 75,000            | 534 4V SD V-8                                                    | 212                      | 138"                       |

## SUPER DUTY CONVENTIONAL "F" AND TILT CAB "C" SERIES

| SERIES        | MAX. GVW (LB.)                          | MAX. GCW (LB.) | ENGINES AVAILABLE              | WB (IN.)   | CHASSIS-CAB (CA) | SERIES        | MAX. GVW (LB.)               | MAX. GCW (LB.) | ENGINES AVAILABLE              | WB (IN.)   | CHASSIS-CAB (CA) |
|---------------|-----------------------------------------|----------------|--------------------------------|------------|------------------|---------------|------------------------------|----------------|--------------------------------|------------|------------------|
| <b>F-850</b>  | 25,000<br>27,000*                       | 50,000         | 401 4V SD V-8<br>401 2V SD V-8 | 146        | 72"              | <b>C-850</b>  | 27,000                       | 50,000         | 401 4V SD V-8<br>401 2V SD V-8 | 99*        | 72"              |
| <b>F-950</b>  | 28,000<br>30,000*<br>32,000*<br>34,000* | 55,000         | 477 2V SD V-8<br>477 4V SD V-8 | 158<br>176 | 84"<br>102"      | <b>C-950</b>  | 30,000<br>31,000*<br>33,000* | 55,000         | 477 2V SD V-8<br>477 4V SD V-8 | 111<br>135 | 84"<br>108"      |
| <b>F-1000</b> | 32,000<br>34,000*<br>36,000*            | 65,000         | 477 4V SD V-8<br>477 2V SD V-8 | 194        | 120"             | <b>C-1000</b> | 31,000<br>33,000*            | 65,000         | 477 4V SD V-8<br>477 2V SD V-8 | 153        | 126"             |
| <b>F-1100</b> | 36,000                                  | —              | 534 4V SD V-8                  | 212        | 138"             | <b>C-1100</b> | 36,000                       | —              | 534 4V SD V-8                  | 175        | 148"             |

## H-SERIES TRACTORS AND TANDEM TRACTORS

| SERIES         | MAX. GCW (LB.)    | ENGINES AVAILABLE                                                                 | WB (IN.)   | CHASSIS-CAB (CA) | SERIES         | MAX. GCW (LB.)    | ENGINES AVAILABLE                                                                 | WB (IN.)          | CHASSIS-CAB (CA)   |
|----------------|-------------------|-----------------------------------------------------------------------------------|------------|------------------|----------------|-------------------|-----------------------------------------------------------------------------------|-------------------|--------------------|
| <b>H-950</b>   | 60,000<br>65,000* | 401 4V SD V-8<br>401 2V SD V-8<br>477 2V SD V-8<br>477 4V SD V-8<br>534 4V SD V-8 | 126<br>134 | 72"<br>80"       | <b>HT-850</b>  | 60,000<br>65,000* | 401 4V SD V-8<br>401 2V SD V-8<br>477 2V SD V-8<br>477 4V SD V-8<br>534 4V SD V-8 | 138<br>146        | 84"<br>92"         |
| <b>H-1000</b>  | 76,800            | 534 4V SD V-8                                                                     | 146        | 92"              | <b>HT-950</b>  | 76,800            | 534 4V SD V-8                                                                     | 158               | 104"               |
| <b>HD-950</b>  | 60,000<br>65,000* | NH 180 Diesel<br>NHE 180 Diesel<br>NHE 195 Diesel<br>NH 220 Diesel                | 158<br>176 | 104"<br>122"     | <b>HDT-850</b> | 60,000<br>65,000* | NH 180 Diesel<br>NHE 180 Diesel<br>NHE 195 Diesel<br>NH 220 Diesel                | 138<br>146<br>158 | 84"<br>92"<br>104" |
| <b>HD-1000</b> | 76,800            | NH 220 Diesel                                                                     | —          | —                | <b>HDT-950</b> | 76,800            | NH 220 Diesel                                                                     | 246               | 192"               |

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